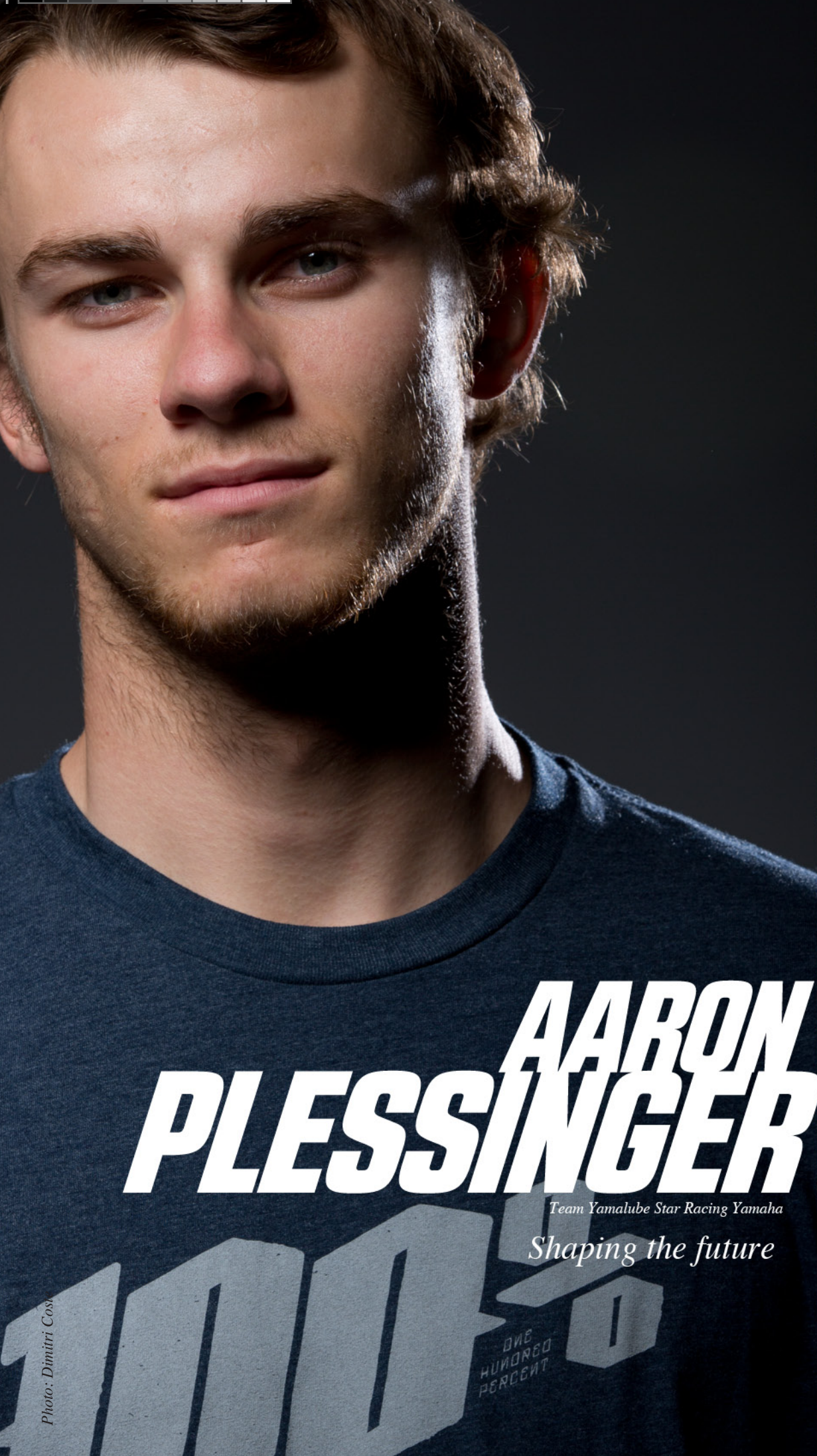


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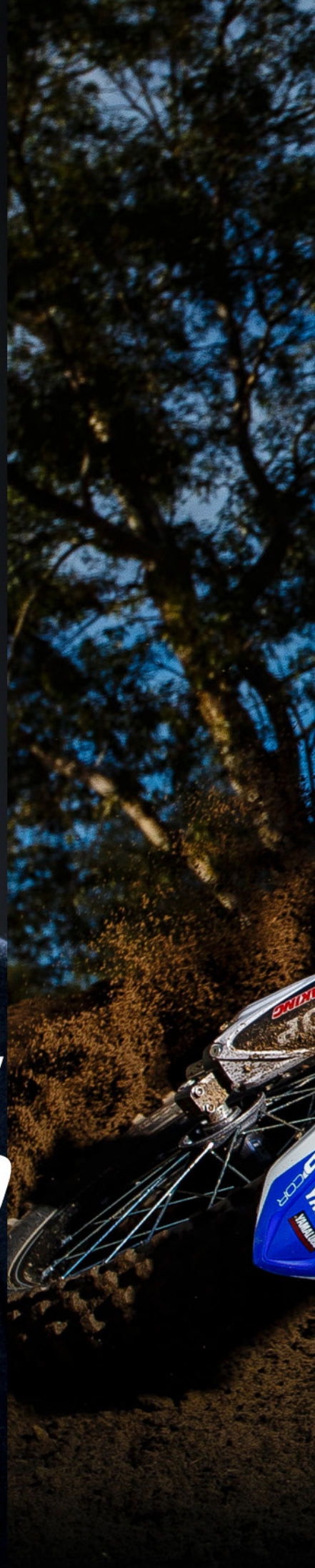
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MX

Watch your speed...

Romain Febvre graced the cover of the last OTOR and the Frenchman's form in MXGP shows no sign of abating. He was masterful again in Sweden for his first 1-1 and fourth GP win on the trot to be Yamaha's most successful factory racer in the premier class since Stefan Everts in 2006. Despite the claims by observers that 461's speed will soon translate into a fast meeting with the dirt, Febvre has only fallen twice in the eleven GPs and twenty two motos this season. He now leads MXGP by 39 points

Photo by Ray Archer





MotoGP

Motocrossing...

Once again turns 19, 20, 21 of the TT Circuit Assen was a hotspot for critical moments in the Dutch MotoGP event (also Niklas Ajo: much respect). The clash between Marc Marquez and Valentino Rossi not only drew a fascinating contest to a controversial close but also sparked a debate across the motorcycle racing international community as to the legality of Rossi's 'motocrossing'. The upshot was still a 85th MotoGP win for the series leader

Photo by Andrew Northcott/Monster Energy







MX

Hard as stone...?

A broken femur, collarbone and now dislocated and mangled little finger on his left hand: it has been a rough twelve months for arguably the fastest motocrosser this side of the Atlantic...but he still leads MX2. We spoke to Jeffrey Herlings about his near-permanent residence as a winner and the pressures that come with living in a unique bubble

Photo by Ray Archer







MARVIN MUSQUIN



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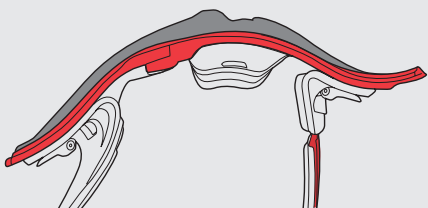


CERTIFIED AS PERSONAL
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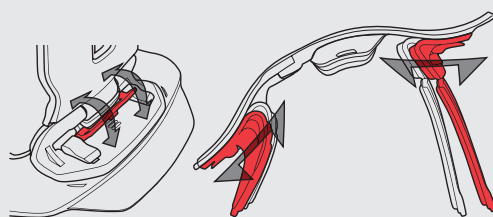
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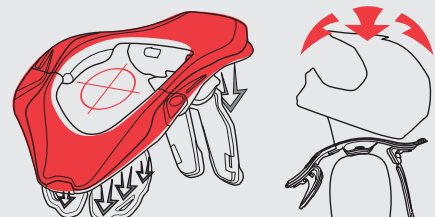
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MX

GRAND PRIX OF SWEDEN

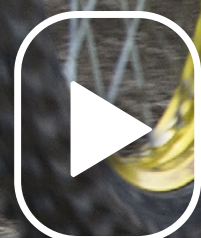
UDDEVALLA · JULY 5th · Rnd 11 of 18

MXGP winner: Romain Febvre, Yamaha

MX2 winner: Tim Gajser, Honda

By Adam Wheeler
Photos by Ray Archer

FEBVRE ON FOUR



PLAY

There were three 'wow' factors in Sweden for the eleventh round of eighteen in the 2015 MXGP term. The first, once again, was Romain Febvre. The 23 year old Frenchman seems to be unfazed by any opponent, track condition or circumstance – such as holding the red plate for the first time in his career and his flowering position as the target-bearer in the premier class. Far from showing signs of panic, weakness or nerves – the same crippling sensations that affected his teammate Jeremy Van Horebeek at the beginning of a season in which the 2014 runner-up was expected to be a title contender – Febvre is actually growing into his role and starting to accumulate some impressive numbers: four GP wins on the trot after his 1-1 in Sweden, six podiums in a row, six moto wins from the last five rounds of the series (now the most from any rider in 2015).

People still cannot believe the consistency and speed of '461'. A large portion of the paddock continues to whisper that Febvre is heading towards an accident at some point. He escaped injury (and still won) after a get-off in Italy but it was only the second time in all the motos in 2015 where he hit the deck; a contrast to most of his title peers who are either absent through injury or dealing with their own physical demons. His evolution, from a broken arm and a hernia that restricted his winter preparation no less, is simply due to two factors: sheer bloody single mindedness and an ability to learn and adapt that has been clearly evident in his rapid rise to the top of MXGP in just three years.

"I really don't care what they say," he smiled in the post-race press conference on Sunday. "I try to ride smooth. Today I made a couple of mistakes in the second moto but none in the first. You can see by the result how I am doing. For the rest...I don't care."

He is also a worker. The break between Germany and Sweden saw the Yamaha man take in a deserved slice of the spotlight at the TT Assen MotoGP but two days before his trip to Holland

Febvre was diligently going through new engine settings in a two-day test with his team. The fruit of their progress was clear at Uddevalla with two excellent starts that were the bedrock of his latest spoils. A first moto escape was followed by a tense duel with Rockstar Suzuki's Kevin Strijbos – possibly the only other rider to match Febvre's potency at Uddevalla. A run-in with Van Horebeek and a crash ruined Strijbos' first moto to eighth place but the 29 year old climbed the podium for the third race in a row since returning from injury. Febvre had the headlines and thanks to Red Bull KTM's Tony Cairoli's ongoing problems with his left arm (a fall in the first moto) the extension of his lead in the MXGP standings to 39 points was further numerical proof that the category is in the grip of a new master. Cairoli reversed his fortune in the second race. A better start and no small dose of angst at seeing Febvre building a fresh barricade on the ashes of Max Nagl's previous wall to a ninth world title, delivered his first top three finish in three GPs. Along with Hitachi Construction Machinery Revo KTM's Shaun Simpson (his third place in the first moto a 2015 best so far) and Australians Dean Ferris and Todd Waters – fourth and fifth respectively – were the others who could leave Sweden intact and reasonably content.

The second 'wow' in Sweden was the circuit itself. It was mystifying how and why a venue and organisation with such experience (Uddevalla has hosted a Grand Prix since the start of the century) could spectacularly drop-the-ball in providing a safe and promising stage for racing. Voices among the riders were almost unanimous in condemnation and disbelief at the lack of track preparation and the haphazard watering of the hard-pack in between motos that made the stony soil nothing short of perilous. "I think there was more mud out there that the second moto at Maggiora," Max Anstie deadpanned. "Zero preparation and too much watering," said Simpson. "It was all about the starts and hardly any riders were coming through. We are just finding 'freight-train' racing at the moment and it is quite frus-



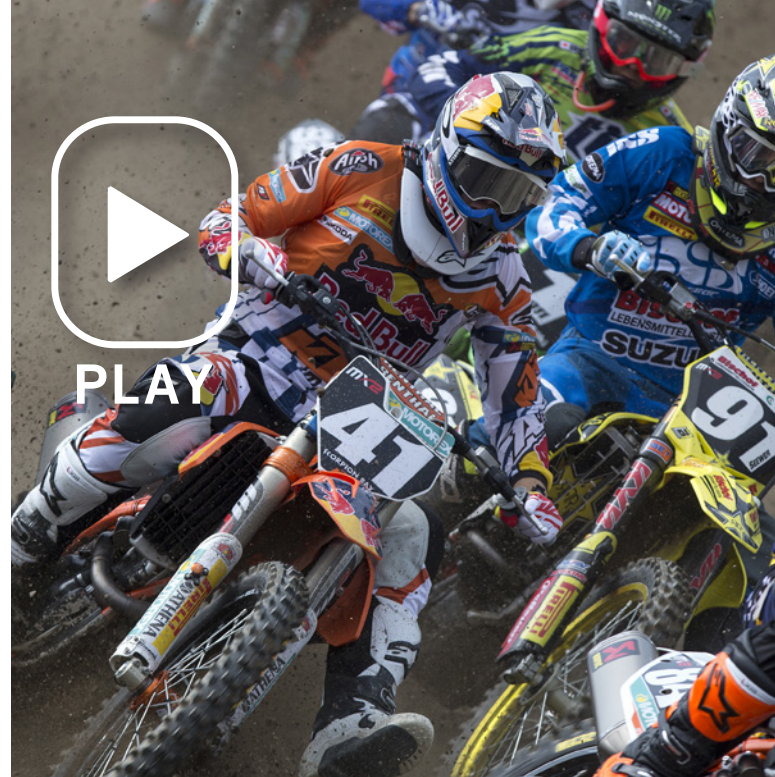
MXGP SWE



trating as a rider. I think it was uncharacteristic of the club to do that.” HRC’s Gautier Paulin commented that the track was like “on-off” before he knew it the talented Frenchman was on the ground twice in the second moto. There is little explanation for the situation. The lack of prep of the terrain before the Grand Prix and during a heatwave that seemed to make most of Europe sweat meant the club were continually fighting the dust. The fact that the predicament came for MXGP two weeks after a similar scenario in Germany and also France before that just intensified the level of ill feeling among the teams.

Uddevalla cannot accept all of the blame. Youthstream used to have a Track Manager but there doesn’t seem to be anyone yet bridging that difficult gap between promoters, riders, federation and local circuit crews. The FIM have made some fantastic signals of looking towards the safety and integrity of the sport but might need to start getting heavy-handed with circuits that are simply not following the advice and protocol of the promoters who are used to working with a vast range of different organisations with varying levels of resources. The riders themselves are pushing the limits of the sport – one parameter of their jobs of course – and they also gripe among themselves and to the press but where is the effort to form a small advisory group and work with the people in control of track preparation for the biggest event in most clubs’ calendars? Simply shouting at officials after completing a sighting lap is not the way things will change for the better.

Thirdly, the black cloud that is following Red Bull KTM’s Jeffrey Herlings drifted into place among the bright blue sky in Sweden. Perhaps a victim of the watering (colleagues at the spot mentioned the rocky soil on the exit of the first turn was slippery and damp) Herlings’ slide and crash only a few seconds into the second moto led to a badly gashed finger and a dislocated little digit cut down to the bone.



The Dutchman had earlier (staggeringly) won the first moto from HRC Gariboldi’s Tim Gajser only twelve days after collarbone surgery but his new injury concern and fresh mental strife saw another twenty-two points sliced from his championship lead and now sits at 78. Herlings has to be a major doubt for Latvia this weekend and a fourth triumph in a row for Swedish victor Gajser (now on four for the year) with a perfect 1-1 in Kegums would drop the gap to 28 from a previous margin of 130+. Herlings is fortunate (yes, really) that the month of August presents a golden chance to strike back with sand races in Belgium, Italy and his native Holland. Amazingly the second race in Sweden saw all three KTM riders seeking medical attention. Pauls Jonass in particular had one of the biggest crashes of the season live on TV and was immensely lucky to escape with just a concussion and a head the colour of a watermelon.

With 2016 discussions and rumours also rife in the paddock – only Suzuki, Yamaha and the place next to Tony Cairoli at KTM are unsettled – Sweden was a place for talks...but the talking generally for where Grand Prix is going will carry on in the coming weeks and races.



Three in a row for Strijbos. Who apparently is close to a third season in his third stint with the works Suzuki team



Herlings drops the KTM and starts the run to the pitlane for treatment on his left hand

A third comeback in 2015 did not end happily for Tommy Searle who continues his amazing bad luck and injury trail. Hopefully his left arm scrape will not contain a fracture and the Brit won't miss and more Grands Prix

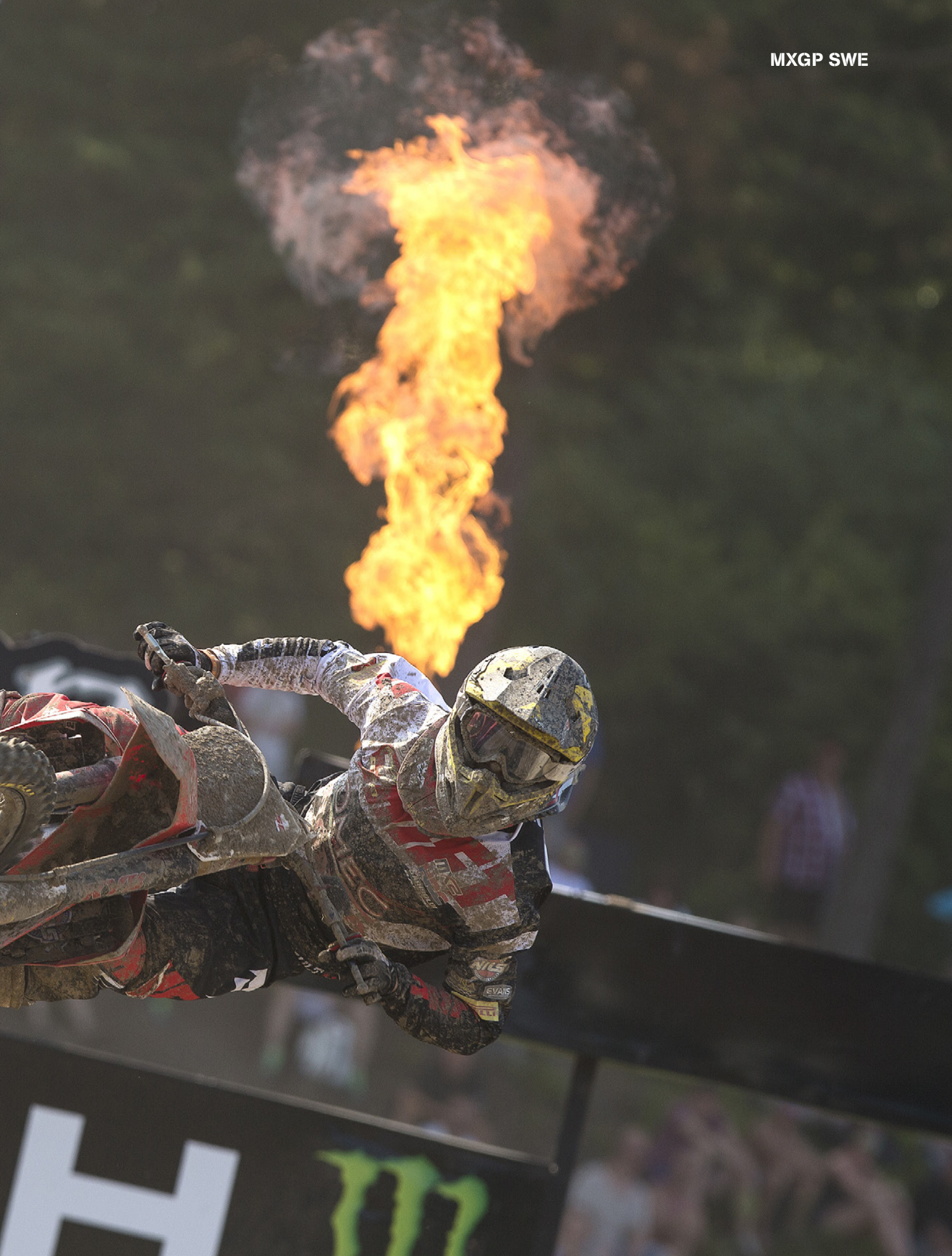


A broken exhaust caused a first moto DNF for Jordi Tixier and pushed him off the MX2 podium again. The Frenchman confirmed his MXGP entry with KRT at the weekend



Gajser comes through the dust haze and
is again the rider most capable when
Herlings leaves the MX2 door ajar





Shift flew one of their main ambassadors, Jeff Emig, all the way from the U.S. to help present their 2016 collection at Uddevalla. The sister-brand to Fox had new liveries and features for their Faction (premier level), Strike (midrange) and Assault (entry point) gear. "Since I've been with Shift since 1996 it has always been seen at the 'alternative' brand and this year the designers have come up with some really cool stuff," the former AMA Champion-turned broadcaster said. "Shift has always been about fun."

The roster of athletes include the likes of Chad Reed, Tim Gajser and Jeremy Stenberg but the depth of choice and the versatility of the Shift range – as well as their strong link with Fox in terms of co-ordinating with the many colourways of the Instinct boot – was one of the immediate strengths and the '16 catalogue had garnered enough attention to enjoy an impressive 30% increase in the pre-booking rate in the Nordics market.

"Everything we know has gone into making the best possible pants and shirt," explained Philippe Casadesus, MX Sales Director when talking about the Faction wear that boasts standout points of lightweight, ventilation and moisture wicking. "The Strike line has been designed to let the rider mix-and-match, so he or she can buy one set of pants and change with four different shirts to save money through the year and also keep a fresh look," explained Emig. The Assault – that is also available in Youth sizes – is competitively priced and "you never see top tier riders wearing products lower in the range so we're proud of what we've been able to achieve," highlights Emig.

Shift were also able to show off their new helmets, Recon over-the-boot pants (that are apparently a big seller) and the new Raid gloves that do not have any seam on the palm – after product development feedback by Emig – for maximum comfort. For more information on the Shift line-up visit: www.shiftmx.com





Top three for Simpson who is enjoying another fine season both internationally and in the UK. A swiss 'double' on the MX2 podium (below) was a first for Grand Prix. Jeremy Seewer (bottom right) helped make it happen along with Valentin Guillod. Dean Ferris marked an MXGP best overall with fourth place and Jake Nicholls (45) whips up the dust in his first Grand Prix in over a year







CLASSIFICATION & WORLD CHAMPIONSHIP

MXGP OVERALL RESULT

Riders

1	Romain Febvre, FRA	Yamaha
2	Jeremy Van Horebeek, BEL	Yamaha
3	Kevin Strijbos, BEL	Suzuki
4	Dean Ferris, AUS	Husqvarna
5	Todd Waters, AUS	Husqvarna

MX2 OVERALL RESULT

Riders

1	Tim Gajser, SLO	Honda
2	Valentin Guillod, SUI	Yamaha
3	Jeremy Seewer, SUI	Suzuki
4	Vsevolod Brylyakov, RUS	Honda
5	Brian Bogers, NED	KTM

MXGP STANDINGS AFTER 10 OF 18 ROUNDS

Riders	Points
1 Romain Febvre	419
2 Tony Cairoli	380
3 Max Nagl	360
4 Gautier Paulin	351
5 Evgeny Bobryshev	319

MX2 STANDINGS AFTER 10 OF 18 ROUNDS

Riders	Points
1 Jeffrey Herlings	423
2 Tim Gajser	345
3 Valentin Guillod	335
4 Jeremy Seewer	311
5 Pauls Jonass	307



Some clear reminders for Gautier Paulin's factory HRC Honda (left) while Tony Cairoli is eating plenty of this lately in his quest to keep racing, keep scoring and keep in the title chase

CROSSING THE ROAD...?

By Adam Wheeler

One of the main pieces of news to emerge from the world of MXGP over the last week was not only the disappointment of Husqvarna losing two of their principal stars in either category for the coming races or the sight of Romain Febvre enjoying his fresh star status by rubbing shoulders with Valentino Rossi at Assen but the elaborate presentation by the Dutch on the eve of their MotoGP fixture about their debut MXGP bow in August.

The depth of ambition for the MXGP of the Netherlands at the famous site was made clear and Assen have been deadly serious about driving more racing activities and meetings to their renowned circuit for the last couple of years. With Youthstream President Giuseppe Luongo acknowledging in the wake of the weather-battering and swampy experience at Maggiora – and with the bursting size of Grand Prix now due to a copious European Championship support card – MXGP venues really need to offer the right infrastructure to continue growth then it is not a surprise that the FIM World Championship is again welcoming purpose-built tracks in permanent motorsport facilities as part of the schedule.

Importing soil and crafting a temporary motocross track over road racing asphalt has met with derision, grudging acceptance and never-ending optimism in the last twenty years. For every failed experiment like Lausitzring for the 2013 German Grand Prix or Nakhonchaisri in Thailand in March there have been passable attempts like Zolder (Flanders GPs in 2004, '05 and '06 with the '03 Nations as well), Donington Park (2008 British GP and Nations), Mallory Park (2009 and 2010 British GPs) and Franciacorta (2009 Nations). MXGP is having another push towards this type of event. In 2015 there is two with Losail in Qatar opening the series for the third year in a row and

of course the Assen sand set to be moved at the end of August. In 2016 that could expand to three with Sepang set to stage the first Grand Prix of Malaysia.

What are the drawbacks? What have been the failings of taking MXGP into these 'arenas'? While the capability to use all the installed facilities, parking, access and recognised names and locations of the circuits is a clear advantage, some of the organisers have failed to understand the principal appeal of the sport for the average motorsport fan: proximity.

Admiring the speed of the riders across rough terrain, marvelling at aerial distance and ability and almost reeling from engine heat as well as being able to wave flags and bellow at favourite racers trackside has been one of the long-standing hallmarks of following the sport. That closeness also creates atmosphere, which in turn increases tension and conversely enjoyment of a race. Lausitzring was a modern and 'easy' circuit but the fans were too far, too few and the event had the ambience of a practice day. Losail suffers in the same way but is an anomaly because the whole set-up would probably work very well in another geographical area. The event vibe relies on the lights rather than packed viewing enclosures.

Fans can sit comfortably in a stadium seat and wonder at the speed of a MotoGP bike passing for twenty laps but that dynamic is lost in motocross where every metre further from the side of the track somehow reduces the sport's power to magnetise and nullifies the empathy that many of the spectators – often riders themselves – want to savour from watching their heroes attack terrain ten times faster than they would. For this reason spectators also like to move around.



I hope Assen is not falling into the same trap. They are offering stadium seating and have designed the trajectory of the track around the same chicane where Rossi and Marquez memorably decided the recent TT Assen but seem to be aware of 'the gap' and have brought the course as close to the structure as possible. I do doubt any new fans' receptivity to remaining seated for the entire day. The premise works in supercross or speedway where the programme rattles along at a rapid pace and with distractions like lights, intros, girls etc. Four motos plus all the support races is a tall 'ask' (but no doubt more comfortable if raining).

For the racing surface itself then track criticism can be valid particularly as freshly laid soil often takes time to bed-in and can provide a weird feeling but at the same time riders are quick to slate age-old circuits around Europe for their lack of lines, prep and wear. In theory with a clean design slate the layout should be modern and accommodating.

'MXGP over the asphalt' should work and I feel there is definitely a place for it in the calendar alongside hard-pack like St Jean D'Angely, hills like at Loket and sandy waves of Lierop to add to the World Championship's depth of challenge and interesting diversity. It is also a clear way to try and drive motocross out from remote fields and obscurity towards more mainstream attention. Youthstream are promoters. Their job is to spread the word as it would be for any other company with the rights and the fact that the manufacturers are onboard with some of the more radical modern ideas (one round of the 2016 calendar could even see Grand Prix inside a stadium in Germany) indicates that everybody involved and investing in MXGP would like to try for growth.

However there is the nagging thought (along with some of the spiritual wrench from the roots of the sport) that road race tracks is a short-term answer with debatable profitability. It might be the only way to entice a new audience that would be repelled from having to sit on banks of soggy mud as was the case in Italy and might have been a bigger mess if Villars sous ecot had been wet for the French round in May.

Somehow new fans have to be drawn into MXGP, welcomed into the paddock and stuck mere metres from some of the coolest jumps and gnarliest technical sections but in the most comfortable and easy way possible. The sport is stirring like the beginnings of a tornado at the moment with passions over injury rates running high, scepticism over the 450cc capacity, suitable race circuits and an over-intense race programme all leading to meetings around tables.

By Adam Wheeler
Photos by Ray Archer

COME IN 450s...

A renewed charge to alter the capacity of the premier racing classes is beginning to occur. Why is 'The 450 Debate' happening again? We asked for some perspective in the MXGP paddock...



TO 450? OR NOT TO 450?



In 2004 the wide sweep of 450cc four-strokes saw the premier class of the FIM Motocross World Championship change shape with AMA competition following suit. A few years later, before electronics, fuel injection and air suspension changed the aspect of this machinery there were discussions among governing bodies, promoters and manufacturers about the concern over the weight, speed and impact that these highly efficient and fast motorcycles were having. The talks stopped when the brands, perhaps understandably, resisted further amendment to the rules. The most flexible and dynamic constructor of the bunch – KTM – decided to go against the grain in production of their 350SX-F and combined with arguably the sports greatest GP rider they slayed the competition while Tony Cairoli helped prove a point by staying largely injury free.

In 2015 questions about the 450s are happening again as the trend for the most supreme athletes in MXGP and AMA to consider at least one trip to the medical centre a year has become the norm. The sport is being robbed of its stars both in the short-term through being hurt and long-term through the fatigue of pushing the limits and going faster and faster. Racing has become more about survival and – in the eyes of the federations at least – motocross is living even more on the edge of calamity. Accidents like that of Joel Roelants in Italy last year simply a matter of time before disaster strikes again.

The 450 and its performance is the least complicated target. The state of tracks in 2015, the increasing athleticism of riders pushing speed to new levels, the balls-out sprint mindset of the younger generation also contribute to this extreme form of motocross right now...but

these factors are far harder to tackle compared to a restrictive regulation in the FIM rulebook. Crucially there are signs that the manufacturers are now softening with regards to reviewing the situation, so the 450s are being laid on a platter and cutlery around the table of power in motocross is being polished for another round.

How to change and why the change? Maybe even 'if' to change. We asked around for some opinions...

Tony Skillington, FIM CMS President: "We can no longer turn a blind eye to what is happening with injuries. I think we need to collectively take a decision - a brave decision maybe – sooner rather than later on the 450. I think we are at a point now like in the mid-1990s where there were only a few could master a 500cc two-stroke. I hear people talking about softening out the power of the 450 so people can manage it and reach the end of the race without being drained. I think Antonio [Cairoli] and others have proved that you can race successfully in the class with 100cc less and he has jumped onto the 450 now for different reasons. I think in general we need to take a serious look at the 450 class and we need to come up with a formula for the future for those involved in the sport. We cannot make any hasty decisions without consulting the factories, the teams and we need to find mutual agreement for a common cause, which is the long-term viability of our sport and reduce the amount of injuries."

Pit Beirer, KTM Motorsport Director: "I'm tired of seeing us lose 80% of the top five-seven guys every year in the U.S. and GPs. I would like to remind everyone that we should again be open to thinking about what is going on."



Giuseppe Luongo, Youthstream President:

"The show is very important but before that is the health of the rider. If you look from the beginning of the championship then most of the people expected to go for titles have had an injury from a crash. OK, maybe the championship is closer and the riders are risking a bit more because they can see a chance but it is becoming too much."

Steve Dixon, Monster Energy DRT Kawasaki

Team Owner: "With a 450, basically, all the money for development is going into making the bike smoother and lighter whereas with the 250 it is all about making it faster and lighter. With the riders' skills nowadays I think it is this factor that is improving all the time. They are coming into obstacles and accelerating a lot faster than before. With the 250 I think the competition is more about the man and machine whereas with the 450 it is about controlling the power; you see a lot of guys working

just on the electronics and the cost of that and the people to run it exceeds the majority of what riders are getting paid."

Skillington: "We have reached a point in time where speed has become the enemy. It doesn't matter what we do with the circuits now. If we make them too tight with too many obstacles then we are accused of going 'too supercross'. If we leave them wide-open then we are reaching crazy speeds. One of the best tracks we had this year in terms of it looking good and riding safe and keeping the speed down was Argentina; but it was a special surface and not all tracks are like that. The ski-jump near the start line in Matterley Basin [UK] is particularly fast and if anybody stood and watched them jumping downhill then they would say 'goodness, this is really quick'."

Shaun Simpson, Hitachi Construction Machinery Revo KTM, MXGP, British Champion:

“There is talk going on about a lower capacity premier class to reduce injury...why not just sort the tracks out first? There needs to be some good investment made into the track preparation.”

Luongo: “To see all the injuries is not usual in our championship. I think the tracks are better than they were three or four years ago and the people who make them are the same and we have given even more attention to reduce the speed.”

Simpson: “A track cannot be left for watering until Saturday, or Friday evening. If it is bone-dry then it needs to be watered from Wednesday evening so that it soaks through. In Germany recently it was rock hard with a layer of dust and a layer of slop on top and that’s why they had to keep watering after every session because they were like: ‘Shit, it’s still dusty!’ Jeffrey [Herlings] was scrubbing that hill when it was watered to shit. Too many stupid things. What has happened to the groomed start straights and first corners? They used to slow the speed down and less chance of losing the front end and creating first turn pile-ups. I know you will never please everybody but it seems like I am hearing complaints at every round.”

Luongo: “We have been trying to reduce the speed of the tracks and to do that means more obstacles, more corners and more jumps. If you think of tracks twenty years ago then if you did something like this now then you’ll have bikes getting to 100km/h! The bikes are fantastic; they are fast with great suspension and I don’t want to say “block development” because Grand Prix holds a lot of interest as manufacturers can work on their products to be on the market years later. The world evolves, so I cannot say to the manufacturers “now we go back five years” but we have



to find a compromise because the bikes are too fast. The 250s of today are more powerful, have good traction and better suspension than the 250cc days in the past of Everts, Pichon and so on. And this is our ‘second’ class. We have fifteen year old children jumping on these bikes. The motorcycles are unbelievable in the premier class and the FIM, manufacturers and Youthstream need to find a solution for the amount of injuries and we are really struggling to reduce the speed of the tracks. You end up with a Mickey Mouse track with many obstacles and the riders arrive there and they’re not happy because they don’t have time to breathe and the fans say ‘you make supercross’.”

Skillington: It is recognised that the 450 is popular from a marketing and sales point of view for the average person. Why? Because the average guy is not stressing it or trying to race a GP with it. That’s fine, and the bike is probably better suited to that than a person trying to conquer the premier class. It is reliable and less maintenance than a 250 two-stroke and that market must be maintained. From the people I have spoken to - and spoken with - nobody has jumped on us and said: “that’s crazy, you cannot change that”. Everybody rec

TO 450? OR NOT TO 450?

ognises that we have a problem here. Once we have had a chance to think, discuss and deliberate and a consensus among the group then we will have a direction for the future.”

Dixon: “It is about the capacity and the way the CCs translate into engine braking, the ‘push forward’ of the bike through its own inertia. Obviously a 450 has far more torque but it is derived through the capacity and a heavier crankshaft. It pushes you into corners and is harder to stop. This is where the 250 gains. It can brake later and accelerate earlier because it can keep the momentum.”

Beirer: “I’m not saying we should follow our 350 idea. Maybe the new format in a few years will be a 300 or a 250 or whatever; I don’t care. I want to open the discussion again because we are over the top with power and performance of off-road bikes.”



Dixon: “In terms of sheer horsepower then you can get a 125 going good and in comparison the 250 four-stroke is about torque and the way it grips and gets traction with the ground. A two-stroke is more ‘all or nothing’. As you can see in MotoGP it is all about the electronics and how you can get the rear wheel to stick. Gone are the days of riders sliding and biting. Someone like Valentino Rossi has had to adapt and he is now back at the sharp end; it is the ‘human’ that is the big factor in how fast these bikes are going.”

Simpson: “I don’t think the 450s are too much...and we’ve been riding with them for quite a while now. I think the old 500 two-strokes might have had more peak power than we actually have now. They might have been peaking out at 65hp whereas a lot of the 450s now hit 60-62. And what is it about electronics? Since when did the sport need electronics to go faster? Motocross is supposed to be sport about choosing different lines, avoiding bumps and kickers and involves all sorts of things from the rider’s skills to improve speed as long as your bike was good enough within reason. Now it seems that the factory guys have such an advantage with electronics that it has taken away some of those skills. It is going more in the direction of ‘if you don’t have the right bike then you are struggling to keep up.’”

Skillington: “We cannot go back to the ‘80s so it is not right to think we can have a field of 250 two-strokes. That is not going to happen. The whole industry is focussed on four-stroke and I think we have seen that the factory 250 four-stroke is a very competitive weapon. I firmly believe that when we look at the statistics at the end of the season then we will see fewer injuries on these bikes compared to MXGP. Also the other phenomenon is that this year we have seen that some riders on the 250 have been circulating faster than those on the 450. That is telling us something also.”

Dixon: “250 lap-times are just as quick. They can go over the bumps quicker, absorb them better due to less weight, carry more speed and can be scrubbed easier. I think the way the rider is moving over the bike is becoming more important than the power. They are almost acrobats now with the way they are twisting their bodies into positions and flicking the bike back. The human being evolves. Just look at some of the technical skills with football players now. It seems like they are doing tricks and flicks where they turn their legs inside-out. People are now doing triple somersaults on a motorbike; think of how that has progressed in ten years. The advancement of the athletes themselves is where the real evolution is coming, not so much with the bike. What started as a season with such depth of talent has become pretty bad for injuries. They have been falling like flies but I don't think the bikes have improved that much compared to last year. I think the competition has improved and the level of the riders has gone up. People are pushing more and more. You see trends. When Jeffrey got hurt last year it seemed like everybody raised their game. Before they just seemed to accept that he'd win. He's actually been beaten a few times now. They don't give him as much respect, they make it harder and don't move out of his way like that used to.”

Simpson: “You cannot blame us for wanting to go fast or teams for trying to adapt the bikes to make up go faster. I think you have to look carefully at the tracks and the way it is affecting the racing.”

Luongo: “We are talking to find a combined solution and also with Feld and Supercross and the Coombs' with the Nationals because in America they have the same problem. If something cannot be found then I think FIM and Youthstream will take a decision.”

Simpson: “The average speed of the tracks is creeping up again. It used to 43, sometimes up to 47 and in Sweden last weekend we were way-up past 50 – 54 I think – on average. With what we are having to get over in that lap I think that's where the injuries are coming from. If the tracks were groomed instead of being edgy, sharp and slick and combined with the speed this is where the mistakes are coming from and where we are suffering.”

Dixon: “It is pure physics if you have a heavier and faster bike then you are going to get into more trouble when things go wrong. That's why an MX2 bike would be safer. The reason they are all getting injured is because they have the realisation that they can be at the front now.”

Skillington: “You are asking me if I'd like to take a brave step...and I have to stress that my personal opinion would be that a factory 250 four-stroke would be the main bike for the premier class for the future.”





TO 450? OR NOT TO 450?

Luongo: "I hope everybody can be clever enough to look to the future of our sport for the health of the riders – their riders – and to come together for a solution. If people just want to care about their own business and you have seven manufacturers involved with seven different opinions then in the end I think the FIM and Youthstream have the responsibility to make the right decision. I would say [something will be in place] by the time of 2018 because you need some time. I want to see the decision enforced by then and we have something different."

Dixon: "If the 250s were the premier class then I think we would see some good racing and it would probably be safer as well. Track-for-track it seems there are a lot more injuries for the MXGP riders than there are for the MX2. The 250s bite a bit less; if you whack the throttle open on a 450 then you are in a lot more trouble than you would be on a 250. A 250 is less aggressive and more gradual."

Simpson: "A 250 factory class? Ultimately I don't think it really matters what cc the category is. I think everyone would be hanging it out a bit more on 250s. It wouldn't suit everybody...I don't think there is anything wrong with the 450s."

Beirer: "For me – to be healthy and stable – the whole sport should be on two-stroke bikes from zero to MX2 and one premium class for all of us in America and the World Championship with a four-stroke bike at whatever capacity; whether it is with 200cc or 500cc with power limitation. We should push for this together as an industry and I will push it into discussion because the sport is too expensive on the amateur side and too strong for youngsters. I need to see if there is interest in this point."





VICTORY

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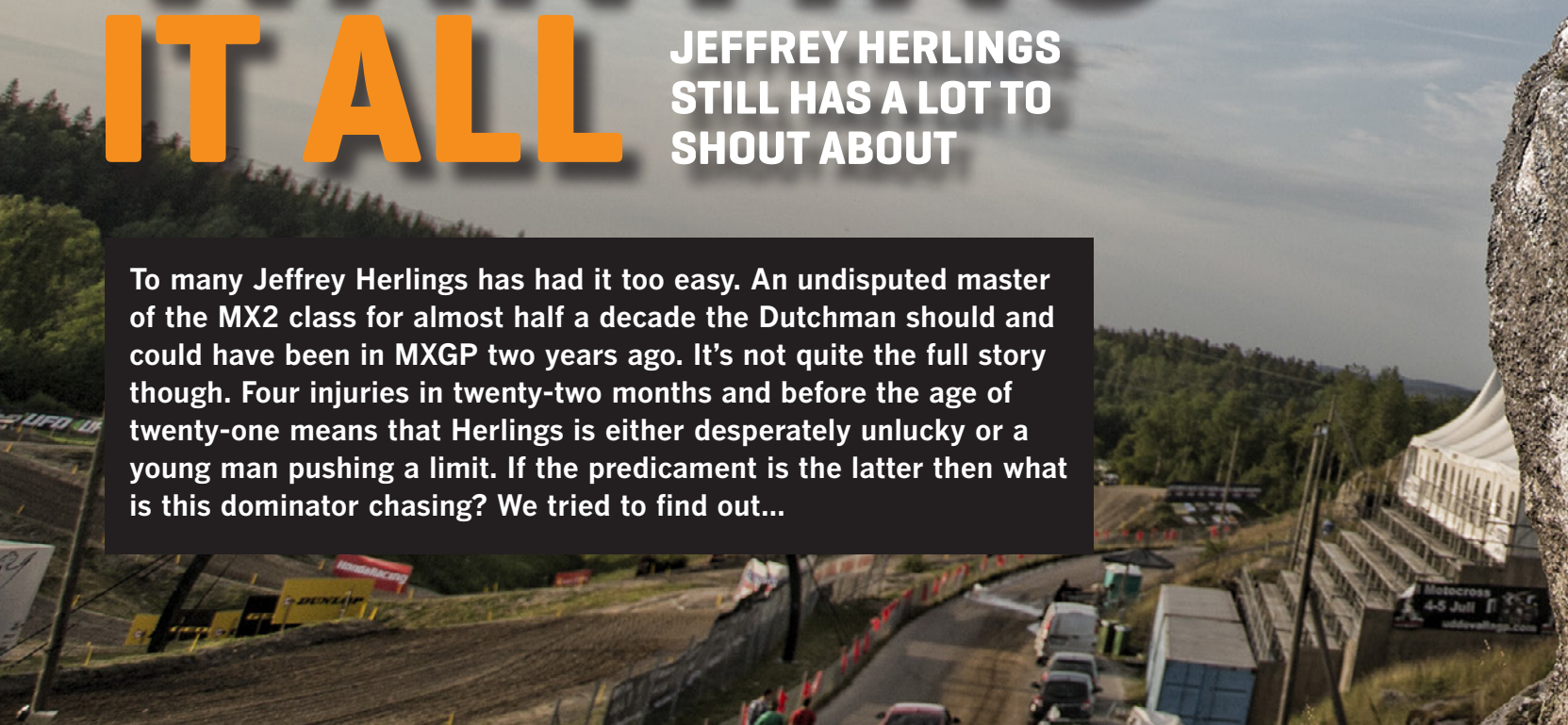


FEATURE

WANTING IT ALL

JEFFREY HERLINGS
STILL HAS A LOT TO
SHOUT ABOUT

To many Jeffrey Herlings has had it too easy. An undisputed master of the MX2 class for almost half a decade the Dutchman should and could have been in MXGP two years ago. It's not quite the full story though. Four injuries in twenty-two months and before the age of twenty-one means that Herlings is either desperately unlucky or a young man pushing a limit. If the predicament is the latter then what is this dominator chasing? We tried to find out...



JEFFREY HERLINGS





Jeffrey Herlings is a torn individual. It is a literal statement since the end of 2013 but he is also conflicted, and it is easy to forget just what a rare space in this sport and world the twenty year old inhabits. Since making his Grand Prix bow as a fifteen year old (first pole position and podium coming in his second appearance and the first of forty-seven victories in just his third GP) the Dutchman has lived in a small, unrivalled sphere of success. Initially battling with the likes of Roczen and Musquin in his debut term and then so memorably against Searle two seasons later for his first MX2 crown he has been mostly untouchable when fit (and even frequently when not) since the late summer of '13. There is perhaps only a small group of professional athletes in the world used to the very upper echelon of performance and glory and all the pressures that come with that; Herlings lives in, has grown in and continues to learn about his place in sport.

In short Herlings is not really normal. He is a freaky product of the racing's evolution; a 'master' creation and is arguably Grand Prix's most prized asset who has no interest in expanding his career to suit indoor stadium supercross floors.

Maybe unusually the ego has been checked in the last two years. Jeffrey knows he is still one of – if not 'the' – superstars of MXGP but has been humbled by injury and embarrassment. Around the paddock is a charming individual who has time for fans and always stops for a word. He normally wanders about in sweat pants and trainers and an official team shirt when pressed; a true individual used to doing things his way but not so arrogant as to close his ears to opinion. Thankfully the tendency to wear those bright Oakleys in press conferences faded away some time ago. Like most top level players his every move on and off the bike comes under the microscope. Herlings knows he is a target for both his rivals and for general criticism. Any mistakes still bring a gasp around circuits. To see Herlings crash is

not a strange thing – even though you can see how much it grates him when talking about the subject – but then almost everybody has become accustomed to see him dominate. A Herlings error means something out of the ordinary and recently it has carried a heavy price. He has become stuck in void of wanting his statistics, wanting to dominate to move into MXGP in the best conditions but also having to handle the frustration of not being able to do that while juggling doctors' and physio appointments and a chasing pack that are getting closer and can smell any blood he leaves on the dirt quicker than a Great White.

For a guy accustomed to success it is now new territory to handle the times when the sport does not give back in spades. He had the hardest education last year when he entered the Mexican Grand Prix with a still broken leg and rode around that circuit watching Jordi Tixier capture a championship that had his name all over it from the first laps of the season. The tears Herlings shed that day behind the podium at Leon will be something he will never forget and confusingly mixes in with all that potential, confidence, ability and profile. And the brew inside Herlings head keeps being stirred. We talk for around twenty minutes on the eve of the German Grand Prix. Eighteen hours later he'd be getting changed in the KTM team truck with a broken collarbone. One day after taking these photographs with Ray Archer in Sweden he was elated to win the first moto with the freshly plated bone holding up well but would then again feel searing pain by making a mess of his left hand in the second race. Another setback in trying to reach a position where someone like Jeffrey Herlings might feel content...

Jeff, the speed of MX2 in 2015: any different?

Yeah...Jeffrey Herlings is slower than in previous years and the competition got better I think! People like [Valentin] Guillod and [Tim] Gajser have stepped it up at some tracks. I'm not the rider I have been in the last two or three seasons but obviously the rest got better.





JEFFREY HERLINGS

Why?

I think I gave them some hope and for sure these guys are going to improve. I guess they have been working to beat me and beat me for the championship. They have just gotten closer.

From all the races this season so far in how many would you say you were fully fit?

Man, physically I have been 100% but things have not been falling together. In previous years I might get a bad start and be able to pull through to first position from last but now I'll crash or get into trouble. If you look at the championship then there is a big lead and it all looks good but I'm still not the guy I was. I think I am gaining and getting better but it feels like lately it is taking a long time.

Maybe a strange question but do you feel you hit a career peak before the broken femur last year?

I was still struggling on some tracks last year. In Bulgaria, for example, I barely won...in Italy as well. I also had some luck on my side in 2014. I'd finish 1-2 and still take the overall but a few times this year those same results haven't worked out for me. Nobody can be on the top forever and I'm only still at the beginning of my career. I think you get through moments where you can learn. I am trying to stay out of trouble and be consistent because the competition is not so much, perhaps only Tixier. My confidence took a knock at the beginning of this year because we only had a few weeks to get ready before Qatar and then there was the crash in Argentina and it feels like there have been a few things happening that have stopped me winning as much as I'd like.

Do you still care about the numbers?

Well, obviously yes...

How many GP wins are you on now?

47...

Wow....

It could have been more...but it could have been less as well. I think in life you have a lot of good things and phases of luck but also some tough moments. If you look at Cairoli this season then

you can be at the top so long until you get a setback. I think it has been a hard season for me...but then in another way it has not been so bad when you look at the standings. In the good years I'd win fifteen GPs; this year I've only won four but at the end of the day it is all about titles...

Speaking of titles was three championships in MX2 always the goal?

Well, I wanted four in a row in MX2 because nobody had ever done that before. I think only [Alessio] Chiodi won three in a row. I want fifty GP wins as well. So at the moment I'm on 2-47. Hopefully I'll get the fifty this year. I'm still looking at records and I want to break them. Race wins? Possibly, if I stay healthy [he'll catch Stefan Everts' total of 101] but ten titles? Pretty difficult!

Pit mentioned that you inserted a little clause in your new contract that the decision for 2016 will be yours alone. So when you're at home on the sofa is your mind turning over those options of 250, 350 or 450?

To be honest if I was riding at the same level and dominating like I was last year then I would have made my decision already and would go to MXGP. At the moment though I'm struggling to win MX2 GPs. In my eyes I need to be dominating in MX2 because when I go to MXGP then everybody will have expectations of me winning again. Even though I am leading the championship and you might be thinking 'what's he saying?!' I still don't feel like I am ready. I'm still struggling for consistency and to be winning like I used to. If I had to decide on my class today for 2016 then I'd say MX2 because I'm not feeling good enough to move up. Then again you just have to look at someone like Romain Febvre. He wasn't any competition for me last year but he's leading the championship right now. I guess that means if I move up then I might be able to do the same. When I move up I want to be winning and maybe even dominating.



Your argument is a bit weird. You were almost 150 points ahead by the midway point of the season. How is that not dominance?

Yeah, but if you look at the results then that's not the case. 'Dominant' is winning eight or nine of the ten rounds. I've won four and been beaten by Tim Gajser and Valentin Guillod. Twice. In my eyes I'm not dominant. A personal thing!

I think many people would understand another MX2 term after what happened to you last season but if you come into a press conference soon and announce yet one more year in MX2 then you can imagine people's reactions...

My dream is to have 100 GPs wins. For some reason, that is my dream. And even though I am struggling this year I know that when I move up to MXGP then it will be even tougher to make that happen and win more. Honestly it is easier to win here than in MXGP [pauses, gets worked up]. Man, I don't know: literally everyone asks me the question and everybody needs to have my answer. Even Pit doesn't have it yet. I just want to try and finish this season off and see what happens. Last year I couldn't lose the championship...but I did due to a stupid crash on a stupid super-mini. I don't know...

MXGP was hyped so much this year because of Villopoto. If you come up then it could have a similar effect for 2016: 'Herlings is coming...'

Yeah but when 'Herlings' comes in then he wants to do it hot, you know? I don't want to do it like I'm racing now. It's not the real me. I'm struggling to beat those guys. They are some of the very best around but I can be better than them and I have proven that. If I could flick the switch now and get the confidence back from last year and start winning like I did before then yeah maybe I would go. I'm a bit lost...

The danger is that you stay MX2 in 2016 and Gajser and Ferrandis continue to improve and it is still not how you want...

Yeah...Gajser is a really good rider but he is young and still struggles a bit in the sand. He is not so consistent.

One of your aims for 2015 has to be a decent winter...the last two have been pretty hectic...

Two years ago I had crashed on my shoulder and it wasn't that bad. I was riding again pretty early. But last winter was hell. To only get back on the bike in February – and have everybody still expecting you to win – was not easy. Hopefully this winter I can get into it healthy.

Tixier gave you a strong nudge that caused you to crash on Saturday in France. Perhaps you are more of a target now than you have ever been...

I think if people want to be MX2 World Champion or even win a GP then they know that they will have to beat me and that's proven for the last four years. Obviously Tixier did it last year but everybody knows the reason. When I don't get injured then normally I should be the guy for the title, and once you are on top then everybody tries to knock you down. It is part of racing and that's what Tony has been going through for ten years already. It is not always easy and it is small things like people always trying to cut you up on the start or get you into trouble. It is normal; maybe I would do the same. It is still frustrating.

You haven't really retaliated...

I don't want to get into that mess. Everything I do is watched. If I clean-out somebody like Tonkov did to Jonass at Maggiora I would get penalised, disqualified or have so many people talking badly about me. I don't want to get in that position. I just want to race safe.

Right here, right now what are your thoughts about the USA? You are still young enough...

Nah, no chance.

You're only twenty...

Going to America means racing supercross. I know I'm only twenty but I think it is too late already for supercross. You need a good winter there and then one schooling year. I don't think you can just go over and win straight away... I'm not into the USA. I like Europe. I'm a happy man.

What about burnout? Twenty years old but you have already had five seasons of Grand Prix. American riders are quitting in their mid-to-late twenties...

Yeah...it is not always easy. I think to race to something like thirty-five as Stefan Everts did is almost impossible because I was winning when I was fifteen. To be able to do it for twenty years? Very difficult. Even Tony, he is almost thirty and I'm sure the body is going to say 'stop!' at one point. I don't know. It is not a question I can properly answer right now but I think at twenty-six-twenty-seven I could probably be done as well. Who knows? When you are winning you just keep on going and going, but when you get in the injury zone, the wins start to go and you are thinking about the top five then maybe it is time to quit.

Some riders take ten years to grab that win. You did it on your third appearance. Your perspective on racing is maybe different to others...

When you are used to winning and then it doesn't happen then it feels like a setback. When I am twenty-seven I am not going to be re-inventing the wheel or anything like that. When I get to the point of feeling old and ach-

ing and I'm getting frustrated by results then I imagine I will feel like I have been in this sport for a long time.

Apart from the wins record then there is still two major accolades to go: the MXGP title and the Nations...

I won the Nations in 2012, individually, but I think for us [Holland] as a country it is almost impossible. We have some good riders but not like the USA or someone else. We are such a small country. The main goal is to win an MXGP Championship; that is the ultimate thing, the highest level possible for me.

Thinking about the '100 dream' where did that come from? Is that an Everts-thing?

Yeah, I want his record! I know I probably won't do the ten championships and maybe not the 101 GP wins but at twenty I am almost half way and I want to break that record so badly.

Injury legacy: your femur is clearly OK but do you look at riders like Nagl, Bobryshev and others and think how the future will be?

Man, it is a battlefield out there. Villopoto, Cairoli, Nagl, De Dycker. I don't think anybody would have thought Romain Febvre would be going for the MXGP World Championship in his first year. Nobody would have expected that. Anything can happen and results are coming in that nobody would have predicted.

Since you were a kid people were telling you that you were the best in Holland and the saviour of Dutch motocross. Then for the last few years people have been saying that you are the best or fastest in the world. Honestly, how does that make you feel?

I guess people were saying I was the best Lites rider on the planet but I don't think that is the case now. Gajser, Guillod...those guys are going fast on those hard-pack tracks and I think it would be hard for anybody from anywhere to beat them. I think the level we have now in Europe is similar if perhaps not better than America and that's my personal opinion.

Can you walk around your town without being bothered?

Near where I live everybody recognises me: 'there's Herlings, that motorbike guy'! But in a big city then I just blend in. I think we do OK for TV coverage right now. On MotorsTV the GPs are always live. The sport is still too small in Holland and doesn't compare to Football and even Ice-skating!

Lastly what's your opinion on being a KTM hero? It seems that all the way up to board level in the company they want you in orange. Someday though I can imagine someone will dangle a big cheque in front of you to change colour...

This is a team I always dreamed about and I have worked with the same people now for six years. I know I can rely on them and they'll work their butts off for me. I pay them back with results and have done that. I am not married with KTM and them not with me but... we'll see. I'm really happy with them and I'm here for another two years. Maybe one day I will want to change but not right now. It is very cool to go to the factory and see your bikes in the office hallways and big posters of you around the buildings. As a kid I so badly wanted to be in this awning and remember saying that to my mum who said "keep believing"... and five years ago it happened. Now it seems like it is normal but when you are small then this place is THE team. It was a dream that came true.

JEFFREY HERLINGS





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WITHOUT L
THE C**

Justin Jones
2014 ISDE Gold Medalist
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**MAXIM
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MALCOLM SMITH RACING



KTM 2016 SX-F LINE-UP

**MXGP TV PRESENTER/COMMENTATOR AND
FORMER GRAND PRIX STAR PAUL MALIN FLEW TO
ITALY TO RIDE KTM'S 2016 MOTOCROSS BIKES.
HERE'S HIS OPINION..**

BEYOND THE CALL OF DUTY

By Paul Malin, photos by Marco Campelli / Sebas Romero
Statics by H.Mitterbauer

For 2016 KTM have set the new benchmark in off-road motorcycle design with 'All New' four-stroke models across the board. And by 'all new' they really mean it, with more than 90% new parts being used in the manufacturing process compared to the previous models.

The bikes are lighter (5kg) and more powerful than ever before with mass centralisation being a major factor in the overall design. New engines, new chassis, new suspension and new bodywork all lend themselves to making the 2016 KTM range the best ever.

All of the models – 250SX-F, 350SX-F and 450SX-F - now share the same lightweight and compact chassis so no matter what you ride, from an ergonomic standpoint they all feel the same which is a massive bonus. And much of the development has come as a result of working even more closely with their top riders on both sides of the Atlantic; Antonio Cairoli the eight-time motocross world champion and Ryan Dungey the AMA Supercross champion as well as the respective R&D departments responsible for their success.

450SX-F

This bike will just blow you away thanks to its lightweight and extremely compact feel. It's fast too, so when the boffins at KTM say it's their fastest 450 yet at 62bhp, they're not kidding.

There's a choice of two ride-mode settings that offer the option of smooth and easy-to-use power delivery, or the option that gives the modern pro exactly what's needed to win races. And both do what they are supposed to. In standard mode this has to be the easiest-to-ride 450 ever built with its super smooth power delivery that allows you to feel very much in control of what you are doing.

But if you want hard-hitting and aggressive then it's right there at the flick of a switch, and not just off the bottom either. This beast has some of the longest legs you'll ever see and will pull you to the moon and back, it's that good!

In fact, everything about this bike rocks. It feels tiny compared to any of its predecessor's. When you first sit on it, you could easily feel that you've just been mistaken for parking your cheeks on a 125cc 2-stroke, it's that compact.

And it doesn't just stop there either. Moving around the bike has never been easier and for a big capacity bike, that's pretty impressive.

The Brembo brakes are still the best in its class offering up the usual standard of impressive stopping power but the biggest round of applause must go to the new WP suspension. Because of the new chassis design there is also a new linkage system. At first glance it looks the same but it actually comes with longer pull rods that have been two years in the design process as a result of KTMs involvement in AMA Supercross. The new designed swingarm is also lighter. As a result of these modifications a new rear shock was needed and with WP being the suspension partner they came up with something that is half a kilo lighter with the top part of the shock being more compact with a larger capacity reservoir allowing for an increase in volume for the gas, which aids cooling thus preventing shock fade.

But the biggest change is to the front forks, which are now triple chambered, WP 48mm AER (air) that come in 1.4kg lighter than the sprung fork previously favoured. Adjustable via a single air valve the left fork leg is the 'air leg' whilst the right leg controls the damping.



And honestly, the combination of front and rear was just sublime and never skipped a beat. Cornering has never been better and with the lower seat you really do feel very much a part of the bike. There were some pretty deep ruts through the turns on the test track and this thing cornered like it was on rails while the suspension soaked everything up as you'd expect but the forks were especially impressive as a first time effort. Overall it has to be the best production 450 ever produced.

If you want a lightweight, great handling and easy to ride 450 then the KTM 450SX-F is the bike to have. But if you want something that is light, nimble, great handling and fast then this is also the bike to have, so in terms of ticking all the boxes KTM have it licked.





250SX-F

Just like the 450 the 250SX-F has had a complete makeover and the overall feeling is the same. KTM have taken what was a very good 250 and turned it into something quite exceptional.

With the two ride-settings via the switch next to the throttle housing standard mode is already pretty impressive; ultra smooth with a good spread of power that is easy to manage at all times. Flick it to quick mode and really there's not much more you need to do to go racing. Sure, pro level riders will chuck a load of bling at the thing but if you're on a budget and just want to race, the KTM250 SX-F will be right up your street. There's a noticeable change to the overall spread of power and it might even be fair to say that the 2016 model might just be the fastest 250 out there.

With the same WP suspension upgrades as the 450 because of the new lighter, compact chassis this is the most fun you will have on a small capacity bike. It pulls well, the way it corners is out of this world and the overall handling is better than ever.

The 250 was never a heavy bike anyway but thanks to the new engine assembly the 'mini me' is quite something. The engine dimensions have been reduced drastically, so you have less weight sitting in the frame, just like the 450, and so the end result is you don't have this heavy feeling as you go through the turns.

Mass centralisation at its finest. Another good thing worth mentioning, and again due to the overall engine design, there seems to be much less engine braking now which for a 4-stroke is pretty impressive.



Usually as you 'back off' the gas there's this surge forward as if you've just hit a third brake, but the new Katoom's seem to carry more speed now, much like a 2-stroke.

The best thing is that when you already have a very good motorcycle and then announce a major overhaul, sometimes things don't always go to plan. But here, KTM have excelled themselves and gone beyond the call of duty.

What's New

- All new engines with smaller dimensions and reduced weight (except 250 SX)
- Increased performance over the entire rpm range
- 4-strokes with updated engine management system with faster ECU, new throttle body and different riding modes
- 4-strokes with state-of-the-art launch control
- 4-strokes with electric starter powered by a super lightweight lithium ion battery – designed by Samsung saving 1kg
- Newly designed chassis with new frame, sub-frame, foot pegs, swing arm and linkage providing better handling and reduced weight
- New WP suspension featuring the newly developed, 1.4kg lighter 48mm AER 48 front fork with air spring (US models fitted with 4CS fork) and a new rear shock providing improved damping characteristics and reduced weight
- Most modern design of the new bodywork for unlimited freedom of movement and perfect ergonomics
- Massive weight reduction! The new SX generation sets a new weight standard in each class including the super-beneficial electric starter on all 4-strokes



NO SHO

—
It's not just what you see the moment you
need to be at your best, it's that you were
passionate enough to spend years of moments
chewing up dirt to get there.



RT CUTS



AMA-MX

RedBud NATIONAL

RedBud MX, MI • JULY 4th • Rnd 7 of 12

450 winner: Justin Barcia, Yamaha

250 winner: Jeremy Martin, Yamaha

AMA MX RED BUD

BLUE DAY AT REDBUD

A GREAT WEEKEND FOR YAMAHA BEGUN WITH A DOUBLE
VICTORY IN THE LOAM OF REDBUD WHERE JUSTIN BARCIA TOOK
HIS SECOND WIN IN A ROW AND DEFENDING 250MX CHAMP
JEREMY MARTIN PUT THE NUMBER ONE PLATE ON TOP

By Steve Matthes
Photos by Simon Cudby



Round seven of the American motocross series took place at RedBud Track N Trail (yes, the “N” is really supposed to be there like that), which is just outside of a small town in Michigan called Buchanan. It’s a great track with an iconic obstacle (an uphill triple named ‘Larocco’s Leap’) and to top it all off, it takes place on a holiday weekend when America celebrates Independence Day. Great weather this year and a packed house saw an emergence of a new 450 race winning threat as well as a huge turn in the 250MX class.

Last week at a meeting that had to be delayed to let a huge rainstorm pass through, JGR Yamaha’s Justin Barcia rode to his first career 450MX win with 3-1 scores. His second moto ride was great in what was pretty muddy conditions. The fact he won his first race for the JGR squad that he signed up for this year in the mud was great for Justin and the team but it didn’t necessarily mean that he was about to ‘take off’. After all Red Bull KTM’s Ryan Dungey cartwheeled in the second moto while right behind Barcia and RCH Suzuki’s Kenny Roczen was battling an illness. But full marks for Barcia for getting the win and it was more of a “Good for him and his team” than a “watch out world!” kind of feat.

Well, ‘watch out world’ does seem to apply because Barcia won again at RedBud! A terrific 2-1 performance where he had to hold off Dungey for virtually the entire second moto to take another flag. Barcia’s success proves once again how important the mental aspect of the sport actually is. We’d seen some good rides from Barcia this summer but nothing on this level and getting that one win, mud, rain or whatever, was enough to put him in the right state of mind to show off his skills, that we all know are there.

“In the first moto I got the holeshot, but Ryan [Dungey] closed in and made the pass. I closed back in but then some lappers got in the way and separated us a bit, but I was feeling confident and happy with the result,” said Barcia. “I won last week in the mud and

I knew people would think that I won because of [the conditions], so I really wanted to win in the dry and show I’m able to fight for the win every weekend. Ryan kept me honest in that last moto. He was on me the whole time. It was unbelievable. For me, it was just hammer down the whole time. This is a bigger win for me [than last week] because RedBud is such a challenging track.”

Barcia’s a rare talent in the sport that’s been in a bit of a year-and-a-half funk with some injuries thrown in. These last two weeks changes everything, changes the perception of him, the JGR signing, the ability to win a title in the coming years. No one can predict the future but right now, it’s looking like we’ll see a three way battle for the top step for the rest of the summer.

-Ryan Dungey did his ‘Ryan Dungey thing’...the most important accomplishment was adding eight points to his lead over Roczen to make it 44 with five rounds left. At RedBud he caught and passed Barcia in the first moto and in the second looked to make a couple of runs at the Yamaha rider but lappers got him one time and the other he stuck a front wheel in a berm a little hard and popped off the bike for a second.

-The defending champion Roczen went a lonely 3-3 on the day. He was never in front of the top two riders and although he crushed a 15 second gap down to about seven in the first moto, he couldn’t get it going like people thought he might. With just one win in the first seven rounds he’s not dominating like he and the team thought he would and you have to wonder if late at night, deep in Roczen’s brain he’s looking at Dungey and the new KTM450SXF and saying ‘shit...’ as one of the reasons he left KTM was his unhappiness with his bike (despite winning the 450MX title). The new KTM looks really good under Dungey and although he’s had issues that have held him back, bottom line is Kenny’s nowhere near as good as he was last year.



-The 250MX title took a huge left turn when Star Yamaha's Jeremy Martin rode great to go 1-1 and with his main competitor Marvin Musquin having a bad day, grabbed the red plate signifying the points leader. Martin passed his team-mate Cooper Webb on the last lap in the first moto to win and then took advantage of Webb's tipover with about three laps to go to win again. Just like that, a likely 2-2 went to a 1-1 and that's six valuable points Jeremy acquired. There wasn't much to separate the two team-mates out there and there was some great racing all day long. Martin led the first moto, battled some arm pump and dropped to fourth, then rocketed back to the front.

"I didn't know if I was going to be able to get him (Webb)," Jeremy told me after the race "And then I really charged hard and was able to get up on him. He tried to take my line and it was right before the rollers section right where he actually went down in moto 2. He blew the outside and I got the inside line and made the move."

Having a seven point lead going to the track he grew up in two weeks has to be comforting for Jeremy. After that race though, are two tracks that Musquin feels right at home at in Washougal and Unadilla.

-Speaking of the Frenchman, Musquin's crash at Lakewood a few weeks back hurt a wrist and it gave him trouble at Redbud. 4-6 moto scores and fades in both motos were definitely out of character for Musquin and his ten point lead went bye-bye like a lot of riders that passed him on Saturday. There's a week off here to let the wrist get better and then he's got to limit the damage that Martin does to him at Millville.

-Looke here, Zach Osborne of the Rockstar Husqvarna team is finally putting it altogether and becoming a week-in and week-out factor in the 250 class. Osborne's always been fast since coming back from the GPs a few years ago but it was splashes here and there followed by an injury. And a move to Husky didn't really fix that. Since the outdoors started

though he's moved out to Colorado to work with the now-injured Eli Tomac and his father John. The structure put in by John (who's now coming to the races with Zach) has seemed to work as Osborne landed on the box again in Michigan. Nice to see good things happen to good people, Osborne's definitely riding that crazy train to good results.

-Maybe more young riders who are struggling and wondering 'why?' should take the Christian Craig route of quitting and having to work a real job. Craig, a son of a supercross winner and former factory rider, hung up the boots a couple of years ago due to injuries and not being able to secure a ride. Craig got married (to the daughter of one of the owners of the GEICO Honda team), had a kid and worked in the father-in-law's business. It was a reality check for Craig (who also moved to Minnesota as well) and last summer he rode some 450MX races for GEICO in sort of a fill-in-and-have-some-fun deal. And Craig was pretty good in those races considering he jumped off the couch to ride.

Possessing an incredible style on a bike that makes it look effortless, Craig got another call when Justin Bogle got injured and has been making the most out of that as well this summer. At Redbud he led most of the second moto before ending up third and got another fourth overall (he also scored that at his first race back in Lakewood). And to top it all off, he signed with GEICO for 2016 to ride 250's indoors and out. In talking to Christian before he came back, he indicated to me that he wanted to take another shot at racing because "real life" working in Minnesota wasn't all that great when compared to racing for a living. Imagine that folks? Real cool story over here watching this happen and maybe, just maybe, some kid out there will get inspired by what you can do when you know the alternative.



M&M: Musquin and Martin go 'at it' in Michigan. Seven points divide the rivals and Musquin has seven moto wins compared to Martin's six...it will run to the wire







A big leap for Dungey...and also for Craig (above). Cooper Webb's mistakes ruined a likely overall win while the 377 of Christophe Pourcel again stalked the leading group





MARTIN AND OSBORNE CHATTING...

By Steve Matthes

Jeremy Martin went 1-1 at Redbud in a couple of great rides to take back the red plate from Marvin Musquin. The defending 250MX champion is heating up at the right time and looking to extend his lead going into his home track in a couple of weeks. With his trainer Johnny O'Mara by his side, I talked to J Mart about his day.

What a day. I don't think I've ever a guy go 1st to 4th that fast and all of a sudden something happens and you rocketed back up to 1st. Nice first moto. What happened there about midway through?

I had a really good start. I was right behind Joey [Savatgy] and then he made a mistake and stuffed it too much in a berm and I was able to go around the outside on him. Got a little gift there. I just was trying to ride, trying to ride, and I was just kind of blowing up a little bit. I had really bad arm pump for probably the first 15 to 20 minutes. I was like, dude, just take it easy and breathe. Next thing you know Cooper (Webb) got me. Then Marvin got me. I'm like, okay, just breathe, just breathe.

Then I was able just to regroup and kind of find some better lines and just put another charge in again and was able to get around those guys. Cooper and I brought her down to the last lap. Honestly I made a mistake right before the last lap and he was out a little ways in front of me. I'm like, I don't know if I'm going to be able to get him. And then I really charged hard and was able to get up on him. He tried to take my line and it was right before the rollers section right where he actually went down in moto 2. He blew it, blew outside and I got the inside line and made the move.

Second moto late on you were like, okay, I'm going to tie for the overall, which is fine, and then he gives you a bit of a gift again.

Yeah, I for sure got a bit of a gift there. I got off to a good start again and then Marvin just dive-bombed down the inside of one of the hills. He went so fast. I was like, dang it, dude! And then stuffed it in the corner and then I had to check up. And then Cooper got a two-for-one special. So I battled with Marvin for a little while. It took me a little bit to figure out where I was going to get him and then I was able to set him up. And then the bike was handling a lot better for moto 2 and I just put my head down. I think honestly it probably would have came down to the last lap again.

Track looked a lot rougher for the second moto...

Yeah, it was much rougher for sure I think. I rode smart today. I did what I needed to do and it feels good. So we've got some things we need to work on. Made some improvements last week with the shock and it was handling a lot better. So I'm happy about that. And now we'll go to work. We've got Johnny's (O'Mara's) upcoming mountain bike race here the weekend of Millville. He's working hard. I'm going to work hard and we're looking forward to good weekends.

Going back to that first moto, so you arm pump-up. Do you literally just tell yourself to breathe and it kind of backs itself down? Do you relax a little bit?

Yeah, I burn a lot of laps and I'm so consistent I burn more laps than I think anyone else does out there. I've had that issue before and I know how to ride through it. Just slow down a little bit, breathe for a couple laps and then was able to get back in the groove and make things work.

How was jumping Larocco's Leap on a 250 today?

Jumping the leap was fun. I came up short a few times. I didn't want to blow the wheels out. Moto 2 I was kind of glad that no one was jumping it, to be honest. It was pretty rough and it was getting pretty choppy going up to it. It would just kill our momentum. With the smaller bikes we needed everything we could get to get it.

Zach Osborne is riding about as well as he ever has since coming back from the GP's a few years ago. The Rockstar Husqvarna rider finished second overall at Redbud with a couple of great rides as well as made the podium last week at Budds. He's moving up the charts and will probably be the next first-time winner one of these motos coming up. We caught up to him after Redbud to get his thoughts on the race...

Your consistency that you were looking for and training up in Colorado with the Tomac's is coming together for you. It's getting to where you're going to be winning one of these things real soon...

Yeah, I feel like today was a big step in the right direction. I had a really good start to the second moto today but I wheelied halfway down the start straight and got sucked up. I feel like with a top five start I could have probably won the moto because I came from 15th and lost by four seconds. So I feel like we're on the verge of big things.

At times you were fastest guy on the track. You were moving up pretty quick...

Yeah, I didn't really have one spot. Normally if you're going faster than guys you can pass them in one spot every lap but it seemed to just be like I would get to someone and pass them, get to someone and pass them. Once Cooper (Webb) fell I kind-of freaked out because Christian (Craig) was still 6 or 7 seconds ahead of me. And I was doing the math in my head like, I have to get him or then I'm

not going to be on the podium. So I just 'sent it' those last two laps and caught him pretty quick.

Did I hear right in the press conference you never jumped the leap?

I cased it huge on Thursday and about pooped my pants, dude. I saw Alex Martin jump it and it was like, yeah, I probably can make it because my bike's pretty fast. Bobby (Hewitt, team owner) says I squirreled out the corner a little bit but I wasn't even close. I was a good 15 feet short.

That probably hurt...

Oh yeah, it hurt. It broke my wheel. It was a bad deal. It scared me. I sat at the hotel yesterday and sweated the leap all day. I never jumped it one time all weekend.

I couldn't remember you jumping it at all but I figured you must have here and there...

No. In '13 when I was here I jumped it every lap so I thought the other day, the track's smooth, and press day it's not deep, I'll be fine. Yeah, wasn't even close.

Was it mentally weird for you to know that you weren't jumping it and others were making time up on you there?

Yeah, it was a little mentally weird but John and I spoke about it before we went out. In the segment after practice I was like half a second from the fastest time in the segment. So we weren't like, 'oh my God'.

I think it was about four-tenths quicker...

Maybe. And if you went outside and you couldn't jump it, which happened pretty often, you lost time. So it was pretty much a 50/50. And I knew it was tight. So if I case it one time, grenade the bike and whatever, then that's 25 points gone or 20 points or whatever. So I just decided that it was better for me to go double-single and it worked out.

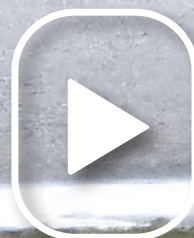


MotoGP



THE END... (OR THE START?)

MotoGP FANS KNOW WHAT HAPPENED...BUT WHAT WILL HAPPEN NEXT? HOW WILL MARQUEZ RESPOND TO ASSEN IN GERMANY? WILL ROSSI BE READY FOR IT? CAN LORENZO SPLIT THE WARRING? AT THE MIDPOINT OF THE 2015 SEASON THE SERIES IS JUST GETTING GOING



PLAY

Photos by Northcott/Monster Energy

TACTICS, TACTICS...

By David Emmett www.motomatters.com

Unless you have been marooned on a desert island, or kidnapped by a remote Amazonian tribe, you will by now have heard or read everyone's opinion on the last-lap incident between Valentino Rossi and Marc Márquez at Assen, and its aftermath. Just in case you were abducted, here's a quick recap: After a stunning final lap to chase down Valentino Rossi, Marc Márquez tried to attack the Yamaha man from half a bike length too far back [did Rossi leave the door slightly open? Wise move? – Ed]. He didn't quite make it into the first part of the chicane ahead of Rossi, bumped into the Italian's Yamaha M1, forcing him to stand the bike up and go straight on through the gravel. Rossi crossed the line way ahead of Márquez, and Race Direction ruled that it was a normal racing incident, that Rossi had had no choice but to lift the bike up and cut the corner, that at no point had Márquez got his Honda ahead of Rossi's Yamaha, and that therefore the result would stand. Valentino Rossi was ruled the winner, and a furious Marc Márquez was left seething in second.

The clash unleashed a veritable tsunami of comment across the internet. Every race fan and their mother-in-law's neighbour's brother's dog had to have their say, spurred on by the reactions of the two protagonists involved. Opinion was deeply divided. On the one side, there were those who felt that Rossi had been given no choice but to cut across the gravel. On the other, there was Marc Márquez. It really was hard to find anyone else who thought Rossi had deliberately cut the corner and should be deprived of the win. Even the Repsol Honda team, though they went to Race Direction to protest the outcome, appeared to do so rather half-heartedly. Márquez put on a rather petulant display during the post-race press conference, insisting that he had the inside line, and

was entitled to try to make the pass. He was quite right in those assertions, but his mistake was to think that either of them meant anything. Race Direction have given clear guidance that in the last corner of the last lap, riders are allowed to try to win the race, and take more risk than might otherwise be permitted on any other lap. Márquez also clearly had the inside line, as he managed to hit Rossi as the Italian turned in for the corner. Being on the inside line is all very well, but what really matters is whether you are ahead or not. Marc Márquez was not, and so he never made the pass. Valentino Rossi held the lead, and with it, the initiative.

It was one of those occasions that you know are going to have lasting impact on a rider. Marc Márquez has a long history of being, shall we say, less than completely considerate of others out on track. His passes have often balanced between the audacious and outright intimidation, a game of chicken where he gambles on the other rider involved backing off in surprise. It has worked more often than not, and Márquez' incredible skill at putting his bike into the very tiniest of gaps has meant that, for the most part, those passes have been both successful and completed without incident. That is in part why Race Direction have let him get away with it so often. Márquez balances on the edge of the acceptable.

At Assen, he tried the same tactic on Valentino Rossi. He held a tighter line to try to dive up the inside at the first part of the chicane, and force his Honda RC213V to pivot on its front wheel. The ultimate aim was to get into the second part of the chicane ahead of Rossi, take away his line force him to cede the position. It was a line he had been practicing all weekend, running in hard inside and turning in sharply.



In theory, it should have worked perfectly, but as happens all too often, theory never survives contact with cold, harsh reality. Márquez may have practiced the line, but he had never practiced it with another bike in the way. And he certainly hadn't practiced it with Valentino Rossi in the way.

That proved to be perhaps his biggest mistake. Rossi has been racing at Assen for over twenty years, and knows all the track's secrets. As a keen student of racing history, he has seen just about every incident which the final chicane at Assen has witnessed. Having seen them, he will have run through most of those situations in his mind, not necessarily expecting to use them, but at least having given the situation some thought. So when Márquez tried to stuff his RC213V up the inside of Rossi's M1, The Doctor was prepared. Once he was forced to stand the bike up, he instinctively gassed it through the gravel trap, shifting his weight as far back as he could, to prevent the front digging in and throwing him off the bike. That left him to zip quickly across the gravel trap, and on to victory.

"I did the perfect last chicane," Márquez fumed at the press conference. He may well have executed the manoeuvre he had planned in his head perfectly, but he was racing on track, not in his head. Having Valentino Rossi steal victory from him, despite a "perfect last chicane," may be just the lesson he needs. If there is one language which motorcycle racers understand, it is winning and losing. Penalty points, official warnings, stern talking to's, none of these are as effective as being forced to stand on the podium glowering with envy at the man holding the trophy you believe is rightfully yours.

The lesson Márquez was forced to learn at Assen is that the tricks that worked on lesser riders are not enough up against the very best in the world. He learned that truly great riders will use their racecraft to take the petard you just handed them and give you a proper hoisting. He learned that merely coming up with a plan and executing it perfectly is not always enough. You also have to plan for unforeseen contingencies. Above all, he learned that you can't just ignore the presence of other riders. At this level, they are not passive pawns which will bend to your will, but canny warriors who will spot the flaw in your game plan and use it against you.

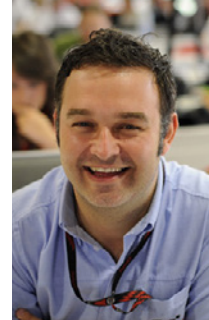
Will Marc Márquez change his ways? At the press conference, he grumpily muttered that "I know what I need to do," in answer to a question about what he would do if he found himself in the same situation again. Was that a threat? Race Director Mike Webb was not willing to take it seriously. "Sorry, but I've heard it too many times. It's not even worth comment, really," he said. With two weeks to ponder what had happened, Márquez will be plotting revenge. One thing he will know for sure now: if you are going to try a last-gasp pass, you better make sure you are actually past.

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AGE MORE THAN A NUMBER...

By Gavin Emmett



At the age of 37 I've accepted the fact that I am never going to play professional football or become a top-level motorcycle racer. It's taken a lot of soul-searching and personal development at a variety of eateries and late night venues to come to this conclusion, but it has finally hit home.

Yet for others, already greats in their own right, age just seems to sharpen the senses even further. The last few years has seen the average age of riders in MotoGP at its lowest point ever, so Valentino Rossi's resurgence to the summit of the championship this season is testament to the value of experience.

His fightback from eighth on the grid to victory in Qatar showed oodles of patience and similar quantities of race-craft, which would also help him get the better of Marc Marquez in their hand-to-hand scrap in Argentina, despite again starting from the third row. Having acknowledged that his grid positions were seriously affecting his title campaign, last time out in the Netherlands he channelled the lessons he had learnt from 319 races worth of qualifying to take a first pole position of the year and only a second in more than five years. That was before the last corner tangle with Marquez (which many have put down to wily know-how on behalf of the Italian rather than an over-aggressive mistake from the Spaniard), which saw him emerge as a winner for the 111th time in his distinguished career.

I'm not going to add my voice to the multitude of others singing Rossi's praises, it doesn't need another fan-boy to shout about the achievements of a nine-time world champion, who has been winning races at the elite level of MotoGP for just shy of 15 years – a record over three years better than anyone else in grand prix history.

Instead, I just want to rally a call for those riders who still have something to offer before being thrown onto the scrapheap. Last year, Bradley Smith (nowhere near a veteran at just 24 years of age –

but nonetheless with 157 GPs under his belt) was being touted as a rider set to exit MotoGP – after just two years on a satellite Yamaha, which incidentally Rossi had taken to the top step just three times in the same period. Yet now the Brit has built on his experience, and sits as top satellite rider in the championship. The chances of him receiving his marching orders look much less likely than at the German GP last year, when a lot of the press room had him scrabbling for a ride – especially after five crashes in the race weekend.

It doesn't just stop with MotoGP, however, at the top of the championship across all three classes are riders with extensive experience. Johann Zarco has started 110 GPs and is in his fourth season of Moto2, whilst in a field of 34, Danny Kent is the fourth most experienced Moto3 rider with 80 GP starts, and is in his fifth campaign, which includes a year spent in Moto2.

Collarbone breaks from the weekend aside, reigning Moto2 World Champion Tito Rabat is set to join MotoGP next year at the ripe old age of 26, but already a few are questioning the ultra-committed Spaniard's credentials to do battle with young guns like Marquez. The other side of the coin undoubtedly features rising stars like Alex Rins, Enea Bastianini or Fabio Quartararo, but whilst ruthless team managers and agents are discussing their deals for 2016, many of which are being thrashed out I write, they would do well to remember the classic sporting adage that form is temporary, and class is permanent.

** I'd just like to add a small note to send my best wishes and strength to Kenny Noyes – former Moto2 rider and reigning Spanish Superbike champion, who was put into an induced coma after a crash at Aragon. Many of you will also know his father Dennis, who is an esteemed stalwart of the MotoGP paddock so we send him and his wife Heidi our best in the hope that Kenny can make a swift recovery.



TEST

EYES FOR YOU

YAMAHA'S FEARSOME NEW YZF-R1 HAS PROPELLED THE FIRM BACK TO THE SHARP END OF THE SUPERBIKE GRID BUT FOR MANY RIDERS A SMALLER AND LESS POWERFUL MODEL IS DOING EVEN MORE TO RE-ESTABLISH THE FIRM'S REPUTATION FOR FAST AND FURIOUS SPORTS BIKES...

By Roland Brown, Photos by Alessio Barbanti and Sebas Romero

YAMAHA YZF-R3



TEST

With its racy full fairing hiding a rev-happy 321cc parallel twin engine, the YZF-R3 is a successor to two-stroke twins like the RD350 and RD350LC that were Yamaha's stars of the Seventies and early Eighties.

The R3 has been created to fill the gap in Yamaha's range between the 599cc, four-cylinder YZF-R6 and single-cylinder YZF-R125. The arrival of such a model was inevitable, once the firm awoke from its credit-crunch induced torpor of recent years. The European A2 class with its 47bhp limit has become a key battleground, partly because it coincides with an important sector in emerging markets, where the bikes are increasingly being produced to reduce costs.

The R3 fits the format on all counts. Its liquid-cooled, twin-pot engine's maximum output of 41bhp is not far off that A2 limit, and the bike also comes close to the maximum power-to-weight ratio allowed. The Yam was designed to be made with a 250cc engine, but otherwise near identical, for some big Asian markets. And it's built not in Japan but in Indonesia, for global sale in one form or the other.

Its all new dohc, eight-valve motor shares technology with other Yamahas including the R6, and has over-square cylinder dimensions that indicate it was built to rev. Peak power is produced at 10,750rpm and the limiter doesn't cut in until a heady 13,500rpm. By contrast the frame is very different to the aluminium beams of the R1 and R6. The simple tubular steel structure holds a steel swing-arm that operates directly on the near-vertical rear shock.

Despite its racy look this learner-friendly newcomer is not a track-focused weapon like the larger R-models. It's intended for everyday and even urban use, so its clip-on bars are relatively high, and its riding position upright and relaxed, without too much weight on your wrists – although the fairly low seat (780mm) and high footrests mean it's better suited to young riders than creaky-kneed oldies.

Despite its liking for revs the engine pulls cleanly low down. The Yam accelerated effortlessly as I released the light-action clutch. It responded to the throttle in a very smooth and controllable way, but felt a bit flat through the midrange and needed plenty of revs to give of its best. Provided I kept the tacho needle in five-figure territory with frequent use of the sweet six-speed box, the R3 was fantastic fun.



The Yamaha's low weight of just 169kg with a full tank helped make it rider-friendly. So did the generous steering lock, though being tall I found the bars hitting my knees in tight low-speed manoeuvres. The 180-degree twin-cylinder motor stayed impressively smooth thanks to its balancer shaft, and the bike remained stable as its speedo crept past the 100mph mark. There was enough wind protection to suggest that a moderately long motorway trip would be within the R3's capability.

YAMAHA YZF-R3



Naturally the bike was even more entertaining on a twisty road. For such a relatively small and simple motorcycle it impressed with its steering, stopping power and even the grip of its narrow Michelin Pilot Street tyres. There's no adjustability with the 41mm KYB front forks, and the shock can be tuned only for spring preload, but on the road both ends gave a firm and well controlled ride. Under harder use on the Calafat circuit, near Taragona in northern Spain, the forks felt slightly vague, the rear shock was occasionally a bit bouncy and the single front disc's normally excellent ABS system cut in quite heavily at times. But even serious track abuse didn't show up any serious failings. The front brake required a firm squeeze for really sharp stopping, but is slightly better than its equivalent on KTM's rival RC390. The Yam probably has slightly firmer, better controlled suspension too.

The R3 should also prove pretty practical and inexpensive to run, an important consideration for its mostly youthful owners. Fuel efficiency and range are impressive, with 60mpg possible and the 14-litre tank good for 150 miles. Other features are well up to scratch, notably the stylish instrument panel, which combines the analogue tachometer with a digital speedo and includes an adjustable shift light, plus gear indicator, fuel gauge and consumption reading (though the info can't be toggled from the bars).

Those details help make the YZF-R3 a respectably rider-friendly all-rounder, as well as a sharply styled, enjoyably quick and sweet-handling sports machine. It's competitively priced, too (£4799 in the UK). This rev-happy Yamaha is an appealing proposition for A2 licence holders or anyone else wanting race-bred style and lively performance at modest cost, and could prove as much of a star as its famous two-stroke predecessors.



YAMAHA YZF-R3



ALPINESTARS

Alpinestars have 'dropped' their 2016 motocross collection and the Racer and Techstar gear is – once more – some of the most desirable gear on the market. The publicity material states that: "From jerseys constructed from lightweight, body contoured poly-fabric, ergonomically optimized pants and durable gloves offering excellent sensitivity and grip, Alpinestars new collection is optimized for all forms of off-road riding, from motocross and supercross to enduro and rally-raiding." The truth is that the products are full of smart little ideas such as the pre-formed sleeves, rear silicon grip to keep the shirt tucked in, wrist cuffs with stretch inserts. The pants themselves have a vector back panel for maximum comfort and flexibility. Best of all we love that black paneling. Light, resistant and ventilated are more key buzzwords; as with all riding gear these days.

Shown here is the Techstar 'Factory'. There are also a Venom line while the Racer line (more entry level) comes in Braap and Supermatic schemes.

The 2016 wares should be in Alpinestars dealers very soon.

www.alpinestars.com







BACKPAGE

Monster Energy Girls
By Monster Energy







'On-track Off-road' is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP. 'On-track Off-road' will be published online at www.ontrackoffroad.com every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

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